



**US Army Corps
of Engineers®**
New England District

696 Virginia Road
Concord, MA 01742-2751

PUBLIC NOTICE

Date: November 2, 1999

Comment Period Ends: December 2, 1999

File Number: 199800216

In Reply Refer To: Richard Roach

NH DOT Newfields – Stratham Project

To replace the Route 108 Bridge over the Squamscott River

NH DOT Hazen Drive Concord NH 03302-0483 has requested a Corps of Engineers permit under Section 10 of the Rivers and Harbors Act of 1899, and Section 404 of the Clean Water Act to discharge fill in conjunction with the replacement of the Route 108 bridge over the Squamscott River, between Newfields and Stratham.

(Comments on the effect of the bridge on navigation interests, e.g. the height and width of the navigation span, should be directed to United States Coast Guard District (OBR), Battery Park Bldg., NY, NY 10004-5073 Attn. E. Feemster Bridge Permits Section as the Coast Guard Bridge Branch will be permitting the new bridge over the river. The Army Corps of engineers will be permitting fill for the bridge piers, rip-rap for protecting the piers and abutments and other work and fill related to relocating the boat ramp at Chapman's landing and fill for approach work.)

The new bridge will be located just downstream (north) of the old bridge. It will be wider (forty-four feet) and higher (twelve feet clearance at mean high water) than the old bridge. The abutments will be set back shoreward of the ordinary high water mark and will be protected with rip-rap. There will be two piers in the river to support the bridge. The piers will be 164 feet apart. The foundations of the piers will be constructed within cofferdams and will occupy approximately 3,600 square feet of the river bottom below the mud line. Approximately 300 square feet of each pier will project up through the mud and water column to support the bridge.

To mitigate for the adverse effects of the work, after construction of the new bridge is completed, the causeway approaches, abutments and old piers will be removed and the shoreline and river bottom restored to a natural condition.

The boat ramp at Chapman's Landing will be reoriented and extended slightly to avoid conflict with the eastern pier of the new bridge.

This project is located on the USGS Exeter quadrangle sheet at 43° 02' 21.4" N Latitude and 070° 55' 43.7" W longitude.

This project will temporarily impact approximately 5,000 square feet of Essential Fish Habitat (EFH) for the following species and life stages:

Species:	Life Stage:
Atlantic salmon	Juvenile
Winter flounder	Embryos, Larvae, Juvenile & Adult
Atlantic mackerel	Embryos, Larvae,
Bluefish	Embryos, Larvae, Juvenile & Adult
Atlantic sea herring	Larvae, Juvenile

This habitat consists of tidally influenced, upper estuarine silt-mud river bottom, intertidal silt-mud margin and estuarine marsh. The area will be subject to temporary disturbance while the project is under construction but should recover after construction is completed. Loss of this habitat may adversely affect a variety of finfish species as the river bottom provides these species with feeding and nursery habitats; however the District Engineer has made a preliminary determination that the site-specific adverse effect will not be substantial. Further consultation with the National Marine Fisheries Service regarding EFH conservation recommendations is being conducted and will be concluded prior to the final decision.

In order to properly evaluate the proposal, we are seeking public comment. Anyone wishing to comment is encouraged to do so. Comments should be submitted in writing by the above date. If you have any questions, please contact Mr. Richard Roach at (978) 318-8211 or use our toll free number (800) 343-4789.

Any person may request, in writing, within the comment period specified in this notice, that a public hearing be held to consider the application. Requests for a public hearing shall specifically state the reasons for holding a public hearing. The Corps holds public hearings for the purpose of obtaining public comments when that is the best means for understanding a wide variety of concerns from a diverse segment of the public.

**SEE NEXT PAGE FOR
DETAILS OF EVALUATION
FACTORS**

David H. Killoy, P.E., C.P.G.
Chief, Permits & Enforcement Section
Regulatory Branch

The decision whether to issue a permit will be based on an evaluation of the probable impact of the proposed activity in the public interest. That decision will reflect the national concern for both protection and utilization of important resources. The benefit which may reasonably accrue from the proposal must be balanced against its reasonably foreseeable detriments. All factors which may be relevant to the proposal will be considered, including the cumulative effects thereof; among those are: conservation, economics, aesthetics, general environmental concerns, wetlands, cultural value, fish and wildlife values, flood hazards, flood plain value, land use, navigation, shoreline erosion and accretion, recreation, water supply and conservation, water quality, energy needs, safety, food production and, in general, the needs and welfare of the people.

Where the activity involves the discharge of dredged or fill material into waters of the United States or the transportation of dredged material for the purpose of disposing it in ocean waters, the evaluation of the impact of the activity in the public interest will also include application of the guidelines promulgated by the Administrator, U.S Environmental Protection Agency, under authority of Section 404(b) of the Clean Water Act, and/or Section 103 of the Marine Protection Research and Sanctuaries Act of 1972 as amended.

The District Engineer has determined that there is a potential for the proposed work to affect properties listed or proposed for listing on the National Register of Historic Places. Consultation under Section 106 of the National Historic Preservation Act has commenced. Potential effects by the proposed undertaking(s) on Section 106 historical and archaeological resources will be taken into account in the permit decision. A Memorandum of Agreement has already been executed by the Federal Highway Administration to mitigate for adverse effects the proposed bridge replacement will have on historic properties.

Presently, unknown archaeological, scientific, pre-historic or historical data may be lost or destroyed by the work to be accomplished under the requested permit.

Pursuant to the Endangered Species Act, the District Engineer is hereby requesting that the appropriate Federal Agency provide comments regarding the presence of and potential impacts to listed species or its critical habitat.

The initial determinations made herein will be reviewed in light of facts submitted in response to this notice.

The following authorizations have been applied for, or have been, or will be obtained:

- (x) Permit, License or Assent from State.
- (X) Permit from United States Coast Guard Bridge Branch for bridge crossing of navigable water of the U.S..
- (x) Water Quality Certification in accordance with Section 401 of the Clean Water Act.

The States of Connecticut, Maine, Massachusetts, New Hampshire and Rhode Island have approved Coastal Zone Management Programs. Where applicable the applicant states that any proposed activity will comply with and will be conducted in a manner that is consistent with the approved Coastal Zone Management Program. Issuance of a State permit from the appropriate State agency will indicate concurrence with this Statement of Consistency.

All comments will be considered a matter of public record. Copies of letters of objection will be forwarded to the applicant who will normally be requested to contact objectors directly in an effort to reach an understanding.

THIS NOTICE IS NOT AN AUTHORIZATION TO DO ANY WORK.

If you would prefer not to continue receiving public notices, please check here () and return this portion of the public notice to:

U.S. Army Corps of Engineers – New England District
ATTN: Regulatory Branch, 696 Virginia Road, Concord, MA 01742-2751

NAME: _____

ADDRESS: _____